EXCITING BEAR FIGHT.

Whree Small Boys Kill Three Bears. From the Waupaca Criterion.

One of the most exciting hunting affairs which has ever taken place in this section, occurred on Friday, the 11th instant, near Dr. Perry's mill, in the town of Dupont. Jimmy Doty, a lad of about twelve years, another lad by the name of Case, and a still younger one whose name we did not learn, were wandering along the road a short distance from the mill, when they came suddenly upon three bearsan eld and large she bear with her two cubs. Young Doty, who had a gun in his possession, ing diately drew up and fired at the old bear in a courageous manner, but without any apparent effect, as she wheeled upon the boys and made at them in the most savage style, the cubs, however, in their fright running up a tree. The Case boy, who had commenced climbing a tree as soon as he discovered the animals, was now safely lodged in a small sapling near at hand, and the old bear, seeming to think he was her safest game, tried to climb the tree. As soon as she reared for the purpose a small dog, which belonged to Doty, ran behind and gave her a smart bite in the rear, whereupon her bearship, in a very bear-like manner, turned upon the dog and chased him some distance off, and then at once returned to the rear to finish Case. But in the meantime young Doty had handed the gun up to Case, and, with the other small boy, had also climbed a tree. The bear, nothing daunted at the state of affairs, made for Case's tree again. While climbing a fair shot was offered, and Case blazed away, knocking Mrs. Bear down to the ground, who now made off. After dragging herself about forty rods she laid down and died.

The boys now came down from their perches and commenced firing upon the young bears, which still clung to the trees they had climbed, and a few shots brought them to the ground. The boys then returned to the mill and told their story, which was hardly credited by those who heard it; but upon going out to the scene of action the game was found, saus verifying the statement of the boys.

But for the courage and presence of mind of the Doty boy, probably the whole three would have lost their lives.

SCIENCE.

NATURAL ANILINE .- The mollusk, commonly called the sea bare, found in large numbers on the coast of Portugal, exudes, as a means of defense, an offensive coloring matter, which has been analyzed by M. Zeigler of Mulhouse, who has ascertained that it is composed principally of aniline. All the species of mollusca included under the general name of murex, yield a dye which was supposed to be the same as that used by the Phoenicians for producing the famous Tyrian purple; but M. Zeigler now suggests that the costly coloring material, held in high repute among the aucients, was probably obtained from the Aplysia or sea-hare. It must, however, be said to the credit of Chemistry, that by her processes the ordinary coal-tar is made to yield aniline at a cheaper rate than it can now be obtained from the same sources to which it is supposed the ancients had recourse for their supply.

Sculls versus Oans .- During a late discussion on the slip of screw-propellers, at the Institution of Naval Architects, London, the Chairman, Vice-Admiral Belcher, incidentally said he wanted to know how it was that a Japanese vessel of 65 or 70 tons, pulling against his 30-ton gig, with 18-feet ears, beat them out and out with two sculls? were four men at each scull, the sculls being in the direction of the axis of the vessel. The two sculls drove the Japanese vessel ahead faster than his gig could follow. The distance the sculls passed through the water could not have been above six or eight inches, and it was only the bend of the oar which gave diagonal jerk to the vessel. The question was not there answered, but it is evident the Japanese scullers had an advantage in an almost continuous application of their power. In Venice, the gondola is often driven by a single scull, held, not behind, but on the side of the vessel, and worked to the right and left, without being raised from the water. Thus the expert gondolier propels and steers his craft with the same paddle.

CHAMPAGNE FROM PETROLEUM .- The beautiful synthetic process of which Berthelot succeeded in combining a molecule of clifiant gas with a molecule of water and thus forming alcohol, has led to experiments with hydrocarbons of the Marsh gas series which, it is said, have resulted in the production of an alcoholic beverage. In this day of adulterations it may be useless to warn those who may require alcohol for medicinal purposes against the use of any decoctions containing spirit not made from sugar, grain, or the grape. The real safeguard, however, against this class of adulterations lies in the fact that no chemist has yet succeeded in producing, from hydrocarbons, alcohol at as low cost as it can be made from Indian corn; and further, in the probability that the large area of land now being devoted to vineyards will result in the production of mild wines much cheaper than doctored" dilutions of corn whisky, constituting the imitation.

TESTING STEAM BOILERS .- Professor S. W. Robinson of the University of Michigan proposes to the engineer who wishes to determine the pressure to which his boiler can be worked with safety, the fellowing very simple pro-cers:-Let the boiler be filled entirely full of cold water, even to the throttle of the safety valves, and all closed tight to prevent any escape. Now, by lighting a fire under the boiler, the water will be gradually expanded, and produce a pressure sufficient even to rupture the iron before the temperature of the water arrives at the boiling point. While the pressure is increasing, let the steam gauge or pressure indicator be watched; and when the test pressure, which may be twice or more times as great as the working pressure, is reached, a portion of the water may be allowed to escape and the pressure reduced. The pressure results from the fact that water expands more by heat than iron, at a corresponding temperature. The process given above is attended with as much safety as the use of the hydrostatic press, unless the water be heated over 212 degrees F., which would pot be required unless the boiler leaks. Below this temperature no disastrous consequences would follow even if the boiler should be torn asunder, inasmuch as explosions result from the sudden expansion of gases or vapors.

A Peep Behind the Scenes. An English paper tells this story:- "At the Hull Police Court, on Wednesday, Mr. Shackles, solicitor, made a statement which, while divesting a gymnast of some celebrity of one of his attractions, yet afforded conside rable amusement to those who heard it. It is now generally admitted that there is much in a name, although Shakspeare says that a rose would smell as sweet were it distinguished by any other title. Signor Pavillio, who has fig nred at the Alhambra Music Hall during the present week, seems to have recog-nized the attraction of a high-sounding cognomen, and, discarding his own proper Christian and surname (Tom Henry Wilson). sought popularity under a foreign name or designation. Mr. Shackles, however, instructed by Messra, J. and Joseph Richardson, cablact

makers, Bond street, complained that they had reason to believe that the individual who styled and was advertised as "Signor Pavillio" was no other than one of their apprentices. He earned two or three guineas a week as a gymnast, which occasioned discontent amongst those who were not favored by nature with such supple limbs; and, moreover, to his masters, who were of opinion that their appren-tice's engagement with Messrs. Hunt pre-vented him from properly performing his duties in their (Messrs. Richardson's) behalf.

"Mr. Shackles desired to know if Mr. Travis would assist in taking such measures against Messrs. Hunt as would prevent their continuing to engage 'Signor Pavillio.' The matter was of much importance in such a large establishment, and unless an example could be made in this case, it would have a very demoralizing effect upon the workmen. Mr. Travis concurred in Mr. Shackles' observations, and suggested that the youth should be warned that unless he immediately gave up his en-gagement at the Albambra, he would be sum-moned, and that Messrs. Hunt should also bave notice that 'Signor Pavillio' was Messrs. Richardson's apprentice, and that if they continued to engage him they would be summoned before the court to answer for their con-

English Women Again-Madame Rachel's

Dupes. London Correspondence of the Chicago Tribune. I don't know whether the Jewess who goes by the name of Madame Rachel, and who is accused of defrauding a silly old woman of £4000 on the pretense that she was finding her a nobleman for a husband, has used her own cosmetics, by which, she tel's her own sex, women can be made "beautiful forever," but she certainly is good-looking. I saw her one night at a public ball, and her fine figure, laughing face, and rich auburn hair were greatly admired. The modern censors of women have seized upon the late disgraceful exposure as so much evidence in support of their statements. There must, they say, be many a customer to Mrs. Rachel, or the trade in which she is engaged could not stand so much advertising. Henna and antimony, milk of roses, medicated and perfumed baths, her curious art of veneering face and varnishing bust, her dyes and cosmetics find customers, or Beautiful for Ever would not be, as it is, a recognized British institution. It is an awkward, but in its way a useful fact to find out that the manufacturers of feminine charms add other professions to their mysterious trade. The Thisbe of our days avails herself of walls that have eyes as well as ears; the bath reverts to the bagnio, and purveyor of beauty brings her goods to market on accredited trade principles. "When we hinted at these things," says the Saturday Review, "we were charged with scurrility, pruriency, and libelling the gracious sex. But here is a lady not without position, and connected with something more than commoners' blood, and not unversed in the ways of what is called good society; and it does not seem that Madame Rachel's trade struck Mrs. Borrodaile as being very unusual, or the terms so unusually extortionate, or this form of the matrimonial market so base and vile. It took Mrs. Borrodaile two or three years to find out she was being victimized. The advances, the diamonds, the trousseau, the purchased and venal nuptials, bridegroom and paranymph. the stolen interviews and confidential bath, do not seem to have distressed or agitated Mrs. Borrodaile. Are we right or wrong in the suggestion that these little odd accompaniments to the marriage market were only not alarming or suspicious because they are, if not common, at least not in such total contradiction as they ought to be to our island man-

If this writer means to suggest that it is a common thing for men to look through a creviced and eyelet-holed bath-room at the charms of the woman who wishes them to marry her, he says a very ridiculous thing. But is it not a little singular to find a journal so contemptuous of other nations and so arrocant in its assumptions of the superiority of English civilization over all others, so ready to insinuate that this mart for cosmetics is largely used, and that it is becoming the vestibule of the house of assignation?

-A new Merchants' Exchange is wanted in Cincinnati.

-Hartford prohibits the use of fireworks, erackers, and bonfires.

RAILROAD LINES.

BALTIMORE AND OHIO RAILROAD —
Trains between WASHINGTON AND BALTIMORE, and WASHINGTON AND THE WEST are now run as follows, VIZ :-FOR BALTIMORE,

Leave daily, except Sunday, at 7:00, 7:45, and 12:30 P.
M., and 2:00, and 4:30 and 8:45 P. M.
FOR ALL WAY STATIONS.
Leave daily, except Sunday, at 7:06 A. M., and 2:00
and 8:45 P. M.
FOR WAY STATION SOUTH OF ANNAPOLIS JUNCTION, Leave at 615 and 700 A. M., and at 200 and 435

P. M.

FOR ANNAPOLIS.
Leave at 7.00 A. M. and 4.50 P. M. No trains to or from Annapolis on Sunday.
ON SUNDAY.
FOR BALLIMORE.
Leave at 7.45 A. M., and 4.50 and 8.45 P. M.
FOR ALL PARTS OF THE WEST.
Leave at 7.45 A. M. and 4.50 and 8.45 P. M.
FOR ALL PARTS OF THE WEST.
Leave daily, except Sagurday and Sunday, at 7.45 A.

FOR ALL PARTS OF THE WEST.
Leave daily, except Saturday and Sunday, at 7-45 A.
M., 4-30 and 8-45 P. M.
On Saturday at 7-45 A. M., and 2-30 P. M.
On Sunday at 2-30 and 8-45 P. M. only, connecting at
Relay Station with trains from Baltimore to Wheel-

Relay Station with trains from Baltimore to Wheelling. Parkersburg, etc.
Through Tickets to the West can be had at the
Washington Station Ticket Office at all hours to the
day, as well as at the new office of the Baukers' and
Brokers' Teleg aph Line, No. 248 Femisylvania
avenue, between Sixth and Seventh atrests.
For New York, Philadelphia, and Boston, see advertisement of "Through Line."
J. L. WILSON, Master of Transportation,
L. M. COLE, General Ticket Agent,
2 25† | GEORGE S. ROONTZ, Agent, Washington.

THROUGH LINE BETWEEN WASHINGTON PHILADELPHIA, AND NEW YORK, alms between Washington and New York are run as follows, viz.:-

YORK, without change of cars ave daily (except Sunday) at 7 to A. al., 12:30 and FOR PHILADELPHIA.

FOR PHILADELPHIA.

Leave daily (except Sunday) at 7:45 and 12:15 P. M., and 4:50 and 7 P. M.

Leave for New York and Philadelphia at 7 P. M. SLEEPING CARS for New York on 7 P. M. train daliy.
Through Tickets to Philadelphia, New York, or Boston, can be had at the Eistion Office at all hours. Boston, can be had at the Ention Office at all hours in the day, as well as at the new office in the Bankers' and Brokers' Telegraph Line, No. 343 Pennsylvania avenue, between Sixth and Seventh streets.

See Baltimore and Ohio Railroad advertisement and schedule between Washington, Baltimore, Annapolis, and the West.

J. L. Willson, Master of Transportation, L. M. COLE, General Ticket Agent.

2231] GEO F. LOONTZ, Avent. Washington

WIRE GUARDS,

FOR STORE FRONTS, ASYLUMS, FAC-

TOBIES, ETC. Patent Wire Railing, Iron Bedsteads, Ornamenta Wire Work, Paper Makers' Wires, and every variety of Wire Work, manufactured by

M. WALHER & SONS,

No 11 Morth SIXTH Street.

TI NION PASTE AND SIZING COMPANY .-A Paste for Boxmakers, Bookbinders, Paperhangers, Shoemakers, Pocket-book Makers, Bill Posters, etc. It will not sour. Is cheap and always ready nor use. Refer to J. B. Lippencott & Co. Devar & Keller. William Mann. Philadelphia "Inquirer," Happer Bros. American Tract Society, and others, sole agents, L. L. CRAGIN & Co.

RAILROAD LINES,

ORTH PENNSYLVANIA BAILBOAD.—
THE MIDDLE ROUTE,—Shortest and most direct line to Bechlehem, Easton, Alleadywn, Mauch Churs, Hazleton, White Haven, Wilvesbarre, Mahanoy City, Mount Carmel, Pittston, Seranton, Carbondale, and all the points in the Lehigh and Wyomilg Coal Region.

Passenger Depot in Philadelphia, N. W. corner of BERES and AMERICAN streets,
FUMMER ARRANGEMENT—ELEVEN DAILY TRAINS—On and after WEDNESDAY, May 13, 1868, Passenger Trains leave the New Depot, corner of BERES and AMERICAN streets, daily (Sundays excepted), as follows;—

At 6'45 A. M.—Accommodation for Fort Wash-At 745 A. M.—Accommodation for Fort Washlogton.

At 745 A. M.—Morning Express for Betblehem and
Principal Stations on North Pannsy vania "allroad,
connecting at Bethlehem with Lehigh Vailey and
Lehigh and Susquehanna Ballroads for Easton, Ailentown, Catasauqua. Slatington. Mauch Chunk
Weatherly, Jea: eaville, Hazieton. White Haven,
Wilkesbarre, Kingston, Pitaton, Scranion, Carbon
dale, and all polots in Lehigh and Wyoming Vaileys:
also in connection with Lehigh and Mahanny Hallroad for Mananny City; and with Catawissa Railroad
for Robert Eanville, Milson, and Williamsport.
Arrive at Mauch Chunk at 1226 A. M.: at Wilkesbarre
at 3 P. M.; Soranton at 405 P. M. at Mahanno City at
2 P. M. Passengers by this train can take the Leuigh
Vailey Train, passing Eethlehem at 1155 A. M. for
Eastos, and points on New Jersey Central Railroad
to New York.

At 845 A. M.—Accommodation for Doylestown,
stopping at all intermediate Stations, Passengers for
Willow Grove, Hatboro' and Hartsville, by this
train take Stage at Old York Road,
At 1020 A. M.—Accommodation for Fort Washington, stopping at intermediate Stations.

At 145 P. M.—Lehigh Vailey Express for Bethlehem, Allestown, Mauch Chunk, White Haven,
Wilkesbarre, Mahannoy City, Centralia, Shenandoah,
Mt. Carmel, Pitiston and Scranton, and all points in
Mahanoy and Wyoming Coal Regions,
At 235 P. M.—Accommodation for Doylestown,
stopping at all intermediate stations. Passengers
take singe at Doylestown for New Hope, and at
North wales for commeytown.

At 35 P. M.—Accommodation for Doylestown,
stopping at all intermediate stations. Passengers for
Willow Grove, Hatboro, and Hartsville take
tisk etnige at Doylestown for New Hope, and at
North wales for commedation for Doylestown,
stopping at all intermediate stations.

At 815 P. M.—Accommodation for Fort Washington, R. Schole, A. M., M. Scholen, A. Hentown,
Mauch Chunk.

At 620 P. M.—Accommodation for Lanadale, stopping at all intermediate stations.

At 1130 P. M.—Accommodation for Fort Washington. TRAINS ARRIVE IN At 745 A M.—Morning Express for Bethlehem and

fon. TRAINS ARRIVE IN PHILADELPHIA.
From Bethlehem at 9 00 A. M., 11 50 Noon, 2 00 8:30 P. M.

11:50 A. M. and 2:00 P.M. Trains makes direct connection with Lebigh Valley and Lebigh and Susquehanna trains from Easton, Scranton, Wilkesbarre, Mahony City, and Hazleton.

Passeagers leaving Wilkesbarre at 1:30 P. M. connect at Bethlehem at 6:05 P. M., and arrive in Philadelphia at 8:30 P. M.

From Doylestown at 8:25 A. M., 5:00 and 7:00 P. M.

From Lansdale at 7:30 A. M.

From Fort Washington at 9:30, 10:45 A. M. and 3:15 P. M.

Prom Fort Washington at 9:30, 10:45 A. M. and 3:15 P. M.

Philadelphia for Betklehem at 9:30 A. M.
Philadelphia for Doylestown at 2:30 P. M.
Doylestown for Philadelphia at 7:30 A. M.
Bethlehem for Philadelphia at 4:30 P. M.
Fifth and Sixth Streets Passenger Cars convey passengers to and from the new depot.
White Cars of Secund and Third Streets Line and Union Line run wikin a short distance of the depot.
Tickets must be procured at the Ticket office, in order to secure the lowest rates of fare.
ELLIC CLARK, Agent.
Tickets sold and Baggage checked through to prin Fills Clark, agent.
Tickets sold and Baggage checked through to prin
cipal points, at Mann's North Pennsylvania Baggage
Express Office. No. 105 S. FIFTH Street.

cipal points, at Mann's North Pennsylvania Baggage Express Office. No. 105 S. FIFTH Street.

PHILADELPHIA, WILMINGTON AND BAL TIMORE RAILKOAD.

TIME TABLE,

commencing MONDAY, April 13, 1868. Trains will leave Depot corner of BROAD Street and WASH-INGTON Avenue as follows:—

Way-Mail Train at 8 39 A. M. (Sundays excepted) for Ealtimore, stopping at all Regular Stations, connecting with Delaware Railroad at Wilmington for Cristeld and Intermediate Stations.

Express Train at 12 00 M. (Sundays excepted) for Baltimore and Washington, stopping at Wilmington, Perry ville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 330 P. M. (Sundays excepted) for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, Northeast, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Eun. Night Express at 1100 P. M. (Daily) for Baltimore and Washington, stopping at Perryville and Havre-de-Grace. Connects at Wilmington (Saturdays excepted) with Delaware Railroad Line, stopping at New Castle, Middletown, Clayton, Dover, Harrington, Seaford, Sainsbory, Princess Anne, and connecting at Cristicial with Boat for Fortress Monroe, Norfolk, Portsmouth, and the South.

Hassengers for Fortress Monroe and Norfolk via Baltimore will take the 12:00 M. Train, Via Crisfield will take the 11:00 P. M. train.

Stopping at all stations between Philadelphia and Wilmington.

Leav Philadelphia at 11:00 A. M., 2:30, 5:00, 7:00, and 11:20 classify P. M., The 5:00 P. M. Train connects

Stopping at all stations between Philadelphia and Wilmington.

Leav | Philadelphia at 11:00 A. M., 2:30, 5:00, 7:00, and 11' ald dally | P. M. The 5:00 P. M. Train connects with Delaware Rairoad for Harrington and intermediate stations.

Leave Wilmington 7:00 and 8:10 A. M. (dally), 1:30 4:15 and 7:31 (dally) P. M. The 8:10 A. M. Train will not stop between Chester and Philadelphia.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 7:25 A. M., Way-Mall; 9:40 A. M., Express; 2:25 P. M., Express; 8:25 P. M., Express; 8:55 P. M., Express, SUNDAY TRAIN FROM BALTIMORE, Leaves Baltimore at 8:55 P. M., stopping at Hayre-de-

P. M. Express.
SUNDAY TRAIN FROM BALTIMORE,
Leaves Baltimore at \$55 P. M., Stopping at Havre-deGrace, Perryville, and Wilmington. Also stops at
North-East, Elkton, and Newark to take passengers
for Poliadelphia and leave passengers from Washington or Baltimore, and at Chester to leave passengers
from Washington or Baltimore.

Through tickets to all points West, South, SouthWest, may be procured at the Ticket Office, No. 828
CHESNUT Street, under the Continental Hotel,
where, also, state-rooms and berths in sleeping cars
can be secured during the day. Persons purch-sing
tickets at this office can have their baggage checket
at this office can have their baggage checket
at the residence by the Union Transfer Company
481

FOR CAPE MAY VIA WEST JERSEY RAIL.

FOR CAPE MAY VIA WEST JERSEY RAILROAD.—From 100t of MARKET Street (Upper
Ferry). Commencing THURSDAY, July 2, 1888,
Trains leave as follows for Cape May:
906 A. M., Cape May Express, due at 1225 (noon),
115 P. M., Cape May Pass-neer, due at 715 P. M.,
620 A. M., Morning Mail, due at 1000 A. M.,
540 P. M., Cape May Express, due at 822 P. M.,
Sunday Pail and Passenger train leaves Philadelphina at 715 A. M. Beturing leaves Cape Island at
540 P. M. Excursion Tickets, \$4.
Cape May Freight trains leave Camden daily at
720 A. M., and Cape Island at 545 A. M.
Communication Tickets between Philadelphia and
Cape May, at the following rates:
Annual Tickets, \$100; Quarterly Tickets, \$50, for sale
at the office of the Company in Camden, N.,
Through Tickets can be produced at No, 828
Chesnut street (under the Commental Hotel), where
offers can also be left for Baggage, which with ne
called for and checked at residences by the Union
Transfer Company.

Transfer Company.

WEST JERSEY RAILROAD LINES.

For Bridgeton, Ealem, Edityllie, Vicesand, and intermed are stations, at 800 A. M. and 3 30 P. M.

For Cape May, 700 A. M. and 3 15 P. M.

Woodbury Accommodation train at 600 P. M.

Bridgeton and Salem Freight Train ica sea Camden daily, at 12 (1000).

Commutation Checks between Philadelphia and all Stations at reduced rates.
WILLIAM J. SEWELL, Superintendent.

DHILADELPHIA AND BALTIMORE CEN

DHILADELPHIA AND BALTIMORE CEN TRAL RAILROAD - SUMMER ARKANGE, MENT, -On and after MONDAY, April 18, 1868, trains will leave the Depot. THIRTY-FIRST and CHESNUT Streets, West Philadelphia, as follows:—AUTIS A. M. and 459 P. M., and leave Rising Sun at 185 A. M. and Oxicot at 84 M., and leave Oxicot at 875 F. M.

A Market Train, with Passenger Cars attached, will rungon TUE-DAYS and FRIDAYS, leaving the Rising San at 1765 A. M.; Oxicotd, 1145 A. M.; and Kennett, I.P. M.; connecting at West Chester Junction with a train for Philadelphia at Chester Junction with a train for Philadelphia at 7.15 A. M. connects at Oxicotd with daily line of stages for Peach Cottom, in Laucaster county. Returning, leaves Peach Bottom to connect at Oxicotd with Aremoon Train for Fhiladelphia. The train leaving Philadelphia at 450 P. M., runs to Rising Sun, Maryland.

Passengers are allowed to take wearing apparel only as baggage, and the Company will not in any case be responsible for an amount exceeding one bundred dollars, unless a special contract be made for the same.

DEILADELPHIA AND ERIE RAILROAD .-

BEMMER TIME TABLE.

Through and direct route between Philadelphia,
Baltimore, Harrisburg, Williamsport, to the Northwest, and the Great Oil Region of Pennsylvania.
FLEGANT SLEEPING CARS on all Night Trains.
On and siter MONDAY, May 11, 1868, the trains
on the Philadelphia and Eric Ballroad will run as
follows:—

foliows:-	WESTWARD.	-
1	eaves Philadelphia 11°18 P. M Baves Williamsport 5°20 A. M Prives at Erie 850 P. M	
	a leaves Philadelphia	. 3
Elmira Mai	leaves Philadelphia	
10 10	eaves Erie	5 I
	rrives at Philadelphia	1.
Mail and I	Express connect with Oil Creek and Aller Railroad. Baggage checked through	ė.
THEA.	teneral superintendent.	

RAILROAD LINES,

READING BAILBOAD, GREAT TRUNK Penusylvania, the Schuylkid, Susquebanna, Cumberland, and Wyoming Valleys, the North, Northwest and the Canadas. Summer Arrangement of Passenger Trains, Monday, May 4, 1883, leaving the Company's Depot, Thirteenth and Callowhill streets, Philadelphia, at the following hours:

NORNING ACCOMMODATIONS, At 730 A. M., for Reading and all intermediate stations, and Allentown. MORNING ACCOMMODATIONS.—At 730 A. M., for Reading and all intermediate stations, and Allentown.

Returning, leaves Reading at 630 P. M., arriving in 7 hiladelphia at 910 P. M.

MORNING EXPRESS.—At 815 A. M., for Reading Lebason, Barriaburg, Pottsville, Pine Grove, Iamaqua, Sunbury, Williamsport, Elmira, Rochester, Niegara Falis, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chan bersburg, Hagerstown, etc., The 732 train connects at Reading with the East Pennsylvania Ralicoad trains for Allentown, etc., and the 815 A. M. connects with the Lebanon Valley train for Harrisburg, etc.; at Port Clinton with Catawinsa Ralicoad trains for Williamsport, Lock Haven, E. mira, etc., at Harrisburg with Northern Central, Cumber, and Valley, and Schuyikili and Susquehanna trains, for Northumberland, Williamsport, York, Chambersburg Pinegrove, etc.

AFTERNOON FXPRESS.—Leaves Philadelphia at 836 P. M. for Reading, Pottsville Harrisburg, etc., connecting with Yeading and Columbia Ralicoad trains for Columbia, etc.

POTTSTOWN A CCOMMODATION.—Leaves Pottstown at 845 A. M., stopping at intermediate stations: etrives in Philadelphia at 265 A. M. Returning leaves town at 5.45 A. M., stopping at intermediate stations: strives in Philadelphia at 9.05 A. M. Returning leaves Philadelphia at 4.30 P. M.; arrives in Pottatown at 6.30 M. FADING ACCOMMODATION-Leaves Reading RFADING ACCOMMODATION—Leaves Reading at 730 A. M., Stopping at all way stations; arrives in Philadelphia at 19 15 A. M., Acturning, leaves Philadelphia at 515 P. M.; arrives in Reading at 8 00 P. M.

Trains for Philadelphia leave Harrisburg at 8 10 A. M., and Pottsville at 8 45 A. M., arriving in Philadelphia at 6 15 P. M.; atternoon trains leave Harrisburg at 2 55 P. M.; and Pottsville at 2 46 P. M.; arriving at Philadelphia at 645 P. M. and Fottsville at 2 46 P. M.; arriving at Philadelphia at 645 P. M. Connecting at Reading with Asternoon Accommodation south at 8 30 P. M., arriving in Philadelphia at 9 10 P. M.

Market train, with a Passenger car stached, leaves Philadelphia at 12 45 1 con for Postsville and all Way Stations; leaves Pottsville at 7 A. M. for Philadelphia and all other Way Stations.

All the above trains run datly, Sundays excepted, Eugoday trains leave Pottsville at 8 30 A. M., and Préladelphia at 3 15 P. M.; leave Philadelphia for Reading at 8 60 A. M., returning from Reading at 8 60 A. M., returning from Reading at 8 60 P. M., CHESTER VALLEY RALLEOAD,—Passengers

M. STER VAILEY RAILROAD.—Passengers r lowningtown and intermediate points take the to A. M., 1846 and 420 P. M. trains from Philadelita, re-unning from Howaingtown at 630 A. M., 190, de 545 P. and 545 P. M.

1 b. K. Klomen Railroad.,—Passengers for Collegiville take 7:00 A. M., and 4:30 P. M. trains from Philadelphia, returning from Collegeville at 7:01 A. M., and 1:39 P. M. Stage lines for various points in Perkionien Valley connect with trains at Collegeville.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.—Leaves New York at 9 A. M., 5:00 and 5:00 P. M., and connect at Harrisburg with Pennsylvania and Northern Central Rairoad Express Trains for Pittsburg, Chleage. William port, Elmira Baltimore, etc. Returning, Express Train leaves Harrisburg, on arrivslof Penns Ivania Express from Pitaburg, at 3 and 5:25 A. M., 9:35 P. M. passing Reading at 4:49 and 7:16 A. M., and 11:40 P. M., arriving at New York, 10:10 and 11:45 A. M., at 6:50 P. M. Steping Cars accompanying these trains through between Jersey City and Pittsburg, without change.

Mail train for New York leaves Harrisburg at 8:10 A. M. and 2:05 P. M. Mail train for Harrisburg leaves New York at 2 Noop.

SCHUYLKILL VALLEY RAILROAD.—Trains leave Pontsville at 6:30 1:00 A. M., and 1:50 and 4:35 P. M.

ECHUYLKILL AND SUSQUEHANNA RAIL-O 5'45 P. M.

P. M.
SCHUYLKILL AND SUSQUEHANNA RAILROAD.—Trains leave Anburn at 7:35 A. M. for Pinegrove and Harrisburg, and at 12:45 P. M. for Pinegrove and Tremont; returning from Harrisburg at
3:35 P. M., and from Tremont at 7:40 A. M., and 5:35
P. M., and 5:35

P. M.
TICKETS.—Through first-class tickets and emi-grant tickets to all the principal points in the North and West and Canadas.
Excursion Tickets from Philadelphia to Reading and intermediate stations, good for day only, are sold by Morning Accommodation, Market Train, Reading and Potatown: Accommodation Trains, at reduced rates. Excursion Tickets to Philadelphia, good for day only, are sold at Reading and Intermediate stations by Reading and Pottstown Accommodation Trains at

reducedrates.
The following tickets are obtainable only at the other of 8 Bradford, Treasurer, No. 237 S. Fourth street, Philadephia, or G. A. Nicholia, General Superintendent, Keading.
Commutation Ticket at 25 per cent. discount, between any points desired, for families and firms.
Mileage Tickets, good for 2000 miles, between al points, at \$6250 each, for families and firms,
Season Tickets, for three, six, nine, or twelve months, for holders only, to all points at reduced rates. months, for holders only, to all points at reduced rates.

Clergymen residing on the line of the road will be furnished with cards, enthing themselves and wives to tickets at hal fare.

Excursion Tickets from Philadalphia to principal stations, good for Satu day, Sunday, and Monday, at reduced are, to be had only at the Ticket Office, at Thirteenth and Callowhi'l streets,

FR's IGHT.—Goods of all descriptions forwarded to all the above points from the Company's New Freight Depot, Bread and Willow streets,

Freight Trains leave Philadelphia daily at 5°30 A.
M., 12°15 noon, and 6 P. M., for Reading, Lebanon, Harmsburg, Pottaville, Port Clinton, and all points beyond.

beyond.
Mails close at the Philadelphia Post Office for all places on the road and its branches at 5 A.M., and for the principul etations only at 215 P.M.
BAGGAGE.—Dungan's Express will collect Baggage for all trains leaving Philadelphia Depot.
Orders can be left at No. 228 S. Fourth street, or at the Depot, Thirteenth and Callowhill streets.

DENESYLVANIA CENTRAL RAILROAD. SUMMER TIME, TAKING EFFECT MAY 11, 1868 The trains of the Pennsylvania Central Railroad leave the Lipo, at THIRTY-FIRST and Mark EF Streets, which is reached directly by the Mark-t Streets, which is reached directly by the Mark-t Street cars the last car connecting with each train leaving Front and Earket streets torry minutes before its ceparture. The Chennut and Wainut streets cars run within one square of the Depot.

On Sundaya—The Market Street cars leave Front and Market streets thirty-five minutes before the departure of each Uain. parture of each train
Sie ping Car Tickers can be had on application at
the Ticket office N. W. corner Nimh and Chesnut
atreets, and at the depot.
Agents of the Union Transfer Company will call
for and deliver biggage at the depot. Orders left at
No. 961 Chesnut street, or No. 116 Market street, will
receive attention.

rective attention.
TRAINS LEAVE DEPOT, VIZ:-Mail Train.

Market trees ARRIVE AT DEPOT, VIZ:-

Lancaster Trans-Late Express 500 P. Paoll Acc n/moda(lou, Nos. 2 and 3.3 40 and 7 10 P. Day Express 500 P. 3 50 P. 9 50 P. M.

General Superintendent, Altoona, Pa.

HILADELPHIA, GERMANTOWN, AND
NO-RISTOWN RAILEGAD—TIME TABLE,
POR GERMANTOWN,
Leave Philadelphia 6, 7, 8, 9%5, 16, 11, 12 A, M., 1, 2,
34, 35, 4, 5, 55, 6 10, 7, 8, 9, 10, 11, 12 P, M.
Leave German news 6, 7, 75, 8, 8, 20, 0, 10, 11, 12 A, M.,
1, 2, 3, 4, 45, 6, 65, 7, 8, 9, 10, 11 P, M.
The 82 b lows Traio, and 35 and 63 Up Trains will
not stop on the Germantown Branch,
ON SUNDAYS.
Leave Philadelphia 95, A, M., 2, 7, 10% P, M.
Leave Germantown 85, A, M., 1, 8, 94, P, M.
Leave Philadelphia 3, 8, 10, 12, A, M., 2, 35, 56, 7, 9
and 11 P, M.
1 eave Chestnut Hill 716, 8, 240, and 1110 A, M., 140,
340, b40, 640, 840 and 10 40 P, M.
Leave Philadelphia 53, A, M., 2, 2nd 7 P, M.
Leave Philadelphia 53, A, M., 2, 2nd 7 P, M.
Leave Philadelphia 53, A, M., 2, 2nd 7 P, M.
Leave Chestnut Hill 7750 A, M., 124, 540 and 925 P, M.
FOR CONSHOHOCKEN AND NORRISTOWN.

FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philadelphia 6, 7%, 9, and 11 05 A. M. 1%, 3, 5, 6%, 846 and 11% P. M. Leave Norristown 540, 7, 7 50, 9, and 11 A. M., 1%, 8,

Leave Porristown 540, 7, 7 50, 9, and 11 A. M., 1)2, 5, 4)2, 6)2, and 8)2 P. M.

Leave Philadelphia 9 a. M., 2 30 and 7 15 P. M.

Leave Philadelphia 9 a. M., 5 30 and 9 P. M.

Leave Philadelphia 6. 7)2, 9 and 11 05 A. M., 1)2, 2, 4)2, 5)2 63, 8 05, and 11 5 F. M.

Leave Philadelphia 6. 7)2, 9 and 11 05 A. M., 1)2, 2, 4)2, 5)2 63, 8 05, and 11 5 F. M.

Leave Manayunk 6 10, 7)2, 8 20, 9)2, and 11 4 A. M., 2, 3)3, 5, 6)2, and 9 P. M.

Leave Philadelphia 8 A. M., 2 and 7 P. M.

Leave Manayunk 7 A. M., 6 and 9)2 P. M.

Leave Manayunk 7 A. M., 6 and 9)2 P. M.

Leave Manayunk 7 M. M., 6 and 9)3 P. M.

Leave Manayunk 7 M. M., 6 and 9)4 P. M.

Leave Manayunk 7 M. M., 6 and 9)5 P. M.

Depot, NINTH and GREEN Streets.

GET THE BEST-THE HOLY BIBLE-HARD Ing's Editions-Family, Pulpit and Pocket Bible in heautiful styles of Turkey Morocco and antique bindings. A new edition, arranged for photographic pertraits of families.

WM. W. HARDING, Publisher,

MG. MCCBRAGUT based below Fourth

RAILROAD LINES.

1868. FOR NEW YORK. THE CAMDEN AND TRENTON RAILROAD COMPANY LINES, FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES, FROM WALNUT STREET WHARF. ALS & A. M., via Camden and Amboy Accommo At SA, M., via Camden and Jersey Chy Exoress Mail.
At 2 P. M., via Camdeu and Amboy Express... 3 00
At 3 80 P. M., via Camden and Jersey U.ty Express. 3 of All P. M., for Amboy and intermediate stations. At 5 30 and 8 A. M., 2 and 3 20 P. M., for Preehold. At 8 and 10 A. M., 2, 250 and 4 30 P. M. for Preehold. At 8 and 10 A. M., 1, 2, 3 20 and 4 30 P. M. for Trenton. At 5 20, 8, and 10 A. M., 1, 2, 3, 3 20, 4 20, 6 and 11 30 P. M. for Bordentown, Burnington, Beverly, and Delanco. At 5 20 and 10 A. M., 1, 2, 3, 3 30, 4 30, 6, and 11 30 P. M., for Florence.

for Florence.
At 520 and 10 A. M., 1, 3, 4'20, 6, and 11'30 P. M. for Edgewater, Riverside, Riverton, and Paimyrs, 2 P.M. for Riverton and 3'30 P. M. for Paimyrs.
At 5'36 and 10 A. M., 1, 3, 4'30, 6, and 11'30 P. M. for Pish House.
The 1 and 11'30 P. M. Lines leave from Market

The 1 and 11:30 P. M. Libes leave from Market Street Ferry (upper side).

FROM KENSINGTON DEPOT.

At-11 A. M., via Kensington and Jersey City, New York Express Line Fare 43.

At 7 and 11 A. M., 230, 330, and 5 P. M. for Trenton and Pristol. And at 10:15 A. M. for Bristol.

At 7 and 11 A. M., 230, and 5 P. M. for Morrisville

and Bristol. And at 10'15 A. M. for Bristol.
A' 7 and 11 A. M., 230, and 5 P. M. for Morrisville
and Tullytown.
At 7 and 10'15 A. M., 2'30, and 5 P. M. for Scheness
and Eddington
At 7 and 10'15 A. M., 2'30, 4, 5, and 6 P. M. for Cornwells, Torrisdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8 P. M. for
Holmesburg and intermediate stations.

FROM WEST PHILADELPHIA DEPOT,
Via Connecting Resilvay,
At 9'30 A. M., 1 30, 8'30, and 12 P. M. New York Express Lives, via Jersey City, Fare \$2'25.
At 1 A. M., Emigrant Line, Fare, \$2.
The 9'3' A. M., and 8'39 P. M. Lines will run daily,
All others, Sundays excepted.
At 9'30 A. M., 1'30, 6'30, and 12 P. M. for Trenton.
At 9'30 A. M., 6'30 and 12 P. M. for B istol.
At 12 P. M. (Night), for Morri-ville, Tullytown,
Schenek's, Eddington, Cornwells, Torrisdale, Holmes
burg, Tacony, Wissinoming, Bridesburg, and Frankford,

For lines leaving Kensington Depot take the cars on Third or Fifth streets, at the suntstreet, 30 minutes before detarture. The cars on Market street Railway run direct in West Philadelph a Depot; Chesnut and Walnut within one square. On Sundays the Market street cars will run to connect with the 9-30 A. M. and 6-30 P. M. lines.

BELVIDERE DELAWA SE BAILROAD LINES.

At7-00 A. M. for Nisgars Falls, Buffalo, Dunkirk, Elmira, Ithsca, Oweso, Rochester, Binghamton, Oswego, Syracose, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain etc.

At 7-00 A. M. and 3-20 P. M. for Scrauton, Stroudsburg, Water Gap, Beividers, Easton, Lambertville, Flemington, etc. The 3-30 P. M. Line consects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethlehem etc.

At 5 P. M. for Lambertville and intermediate Stations.

CAMDEN AND BURLINGTON CO., AND PEM-BERTON AND HIGHTSTOWN RAILBOADS, From Market St. Ferry (upper side.) At S A. M., I, 4, and 6/15 P. M., for Merchantaville, Modrestown Hartford, Massonville, Hainscort, Mount Holly, Smithville, Ewansville, Vincentown, Bir-miegham, and Pemberton. At 1 and 4 P. M., for Lew'stown, Wrightstown, Conketown, New Egypt, Hornerstown, Gream Ridge, Imiaystown, Sharon, and Hightstown.

Imisystown, Sharon, and Hightstown.

Fifty pounds of bag, age only are allowed each passenger. Passengers are prohibited from taking anything as bagsage but their wearing appared. All bagsage over lifty pounds to be paid for extra. The Company limit their responsibility for bagsage to one dollar per pound, and will not be liable for any amount beyond \$160, except by special contract. Tickets sold and bagsage checked direct through to Roston Worcester. Suringfield, Hartford, New Haven, Providence, Newport, Albany, Troy, Saratoga, Ulca, Rome, Syracusa Kochester, Buffato, Niagara Falis, and Suspension Bridge.

An of-litlonal Ticket Office is located at No. 828 Chesnat street, where Tickets to New York and all important points North and Rast may be procured, Persons purchasing Tickets at this Office can have their baggage checked from residence or hotel to destination by Union Transfer Baggage Express.

LINES FROM NEW YORK FOR PHILADELPHIA. LINES FROM NEW YORK FOR PHILADELPHIA.

Whill leave from foot of Courtland street at 7 A. M., 1 and 4 P. M., and 12 night via Jer ey City and Cauden; at 6:30 P. M. via Jerrey City and Kensington; at 10 A. M., 12 M., and 5 P. M. via Jersey City and West Philiaget, bis. Figure Pier No. 1 North Piver at 5'30 A. M. Accommodation, and 2 P. M. Express, via Amboy and Cauden. WILLIAM H. GATZMER.

SHORTEST ROUTE TO THE SEA-SHORE! CAMDEN AND ATLANTIC RAILROAD, SUMMER ARRANGEMENT.
FIVE TRAINS DAILY TO ATLANTIC CITY.

On and after SATURDAY, July 4, trains will leave VINE street Ferry as Iol ows:— Special Excursion. ...4 16 P. M. Special Excursion Ereight, with passeager car. Express (through in two hours).....

Returning, leaves Arco..... Haddonfield Accommodation Train leaves Sunday Mail Train to Atlantic,7-30 A. M.4-20 P. M. Leaves Vine street.....Leaves Atlantic.....

Fare to Atlantic, \$2. Round trip tickets, good only for the day and train on which they are issued, \$3.

The Philadelphia Local Express Company, No. 625 CH ESNU a Street, will call for baggage in any part of the city and suburos, and check to hotel or cottage at Atlantic City.

Additional ticket offices have been located at No. 625 CH ESNUT Street. 626 UHESNUT Street. D. H. MUNDY. Agent.

W EST CHESTER AND PHILADELPHIA RAILROAD.—SUMMER ARRANGEMENT, On and after MONDAY, April 13, 1968, Trains will On and after MONDAY, April 13, 1883, Trains will leave as follows:—
Leave Phinadelphia from the Depot, THIRTYFIRST and CHESNUT Streets, 7-15 A. M., 11 A.
M., 2-30 P. M., 4-15 P. M., 4-50 P. M., 7 P. M., 11 P. M.,
Leave West Chester for Philadelphia, from Depot on east Market street, at 6-15 A. M., 7-15 A. M., 7-30
On and after Monday, June 15, an additional Train will leave Philadelphia for Media and Intermediate Points at 5-30 P. M., 6-35 P. M.
Trains leaving West Chester at 7-30 A. M., and leaving Philadelphia at 4-50 P. M., will stop at B. C. Junction and Media only. Passengers to or from station between West Chester and B. C. Junction, going East, will take train leaving West Chester at 7-15 A. M., and going Wost will take train leaving Philadelphia at 4-50 P. M., and transfer at B. C. Junction, going Deat, will take train leaving West Chester at 7-15 A. M., and poing Wost will take train leaving Philadelphia at 4-50 P. M., and transfer at B. C. Junction, going Depot in Philadelphia is reached directly by

The Depot in Philadelphia is reached directly the Chesnut and a Walbut Street cars. Those of the Market Street line run within one square. The cars of both lines connect with each train upon its

cars of both lines connect with each train upon its arrival.

ON SUNJAYS,
Leave Philadelphia at 8 00 A. M. and 2 00 P. M.
Leave West Chester at 7.4 A. M. and 2 00 P. M.
Trains leaving Philadelphia at 7 10 A. M. and 4 50 P. M., and leaving West Chester at 7.20 A. M. and 4 50 P. M., connect at B. C. Jonction with Trains on P. & B. C. R. R., for Oxford and Intermediate points.
Passengers are allowed to take Wearing Apparel only, as Baggage, and the Company will not in any case be responsible for an amount exceeding one hundred dollars unless a special contract is made for the same.

HENRY WOOD, General Supt.
Philadelphia, April 1st. 1888.

RELIGHT LINES FOR NEW YORK AND

REIGHT LINES FOR NEW YORK AND ALL POINTS NORTH at a EAST, and for all stations on Camden and Amboy and Connecting Railroads, from Wainut street wharf.

Freight for all way points on the Camden and Amboy. Freshold and Jamesburg, and Burlington County Railroads, forwarded at 12 o'clock Noon For Trenton, Princeton, Kingston, Rocky Hill and all points on the New Jersey and Belvidere Ballroads, iorwarded at 2% P. M.

For New York, at 12, 2%, and 5 P. M.

Freight received from 7 A. M. to 6 P. M.

A slip memorandum, specifying the marks and numbers, shippers and construces, must in every instance be sent with each lead of goods.

WALTER FREEMAN, Agent,
No. 228 S. Delaware Avenue,
Phinadelphia.

FAST FREIGHT LINE, VIA NORTH BATTER OF THE PENNSYLVANIA RAILROAD to Wikes harre. Mahanoy City, Mount Carmel, Centralia, and sil points on Lehigh Valley Railroad and its

by new arrangements, perfected this day, this road is enabled to give increased despatch to merchandles consigned to the above named points.

Goods delivered at the Through Freight Depot,

E. E. corner of FRONT and NOBLE Sireets,
Before S. P. M., will reach Wilkesbarre, Mount Carmel,
Mahanoy City, and the other stations in Mahanoy and
Wyoming valleys before 11 A. M. of the succeeding
day.

[7 22]

ELLIS CLARK, Agent. new arrangements, perfected this day, this road

THE ADAMS EXPRESS COMPANY, OFFICE No. 220 CHESAUT Street, forwards Parcela,
Fackages, Merchandise, Bank Note, and Specia,
ether by its own lines or in connection with other
Express Companies, to all the principal towns and
cuties in the United States.
227:

COTTON AND FLAX. Or all numbers and brands.

Or all numbers and brands.

Tent, Awning, Trunk, and Wagon Cover Duck.

Also Paper Manufacturers' Irlor Felts from one to
several test wide: Panir g. Belting Sail Twine, 6to
SOHN W. EVERMAN & O.,

Mo, 102 JONES' ALEX

AUCTION SALES.

M. S. FOURTH Street.

Sale No. 1902 Pine Street.

SUPERIOR PUNITURE, PLANO, FINE CARPETS, ETC
On Friday Morning,

July 16th, at 10 o'clock at No. 1901 Pine street, by
calalogue, the entire Household Furniture. [77 %
May be exactled on the day of sale at 8 o'clock. MARTIN BROTHERS, AUCTIONEERS,—
(I ately Salesmen for M. Thomas & Sons)
No. 529 CHESNUT St., rear entrance from Minor.

Peremptory Sale at vo. 1114 Market street.

STRAM ENGINES, LATHE, DRILL PRESS,

100Ls, ETU.

On Friday Morning,

July 10, at 10 o'clock, at No. 1134 Market street,
second story, by order of John Davidson, to close the
partnership concern of Phelager & Davidson, ose
eight-torse stream engine and b lier, steam engine
unfinished, crill press and tools, made by C. H.
Smith: turning lathe and tools, made by C. H. Smith:
tundries, etc.

The stream engine may be seen at any time at Bell's
Mils No. 327 S, Front street THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION & ERGHANTS, No. 1116
CHESNUT Street; rear entrance No. 1107 Sansom 44.

Sale at No. 1110 Chesnut street.

Bale at No. 1110 Chesnut street.

HANDSOME FURNITURE, 8 ROSEWOOD AND MAHOGANY PIANO FORTES, MANTAL AND PIER GLASSES, PLATFORM SCALES, BRUSSELS AND INGRAIN CARPETS, ETC.

On Friday Morning.

July 10, at 9 o'clock, at the auction store, No. 1116 Chesnut street, will be sold a large assortment of Euperior New and Scong-hand Household Furniture comprising:—So'ts of parior and library furniture tomprising:—So'ts of parior and library furniture in plash, brocatelle, reps, and hair clock; offed wainst chamber autresses; large and small book-cases and steeboards; office desks and tables; dining-room furniture, in oak and wainst; platform scales; oil paintings and engravings; sittedge China. etc.

Also, a large assortment of Furniture from familles breaking up housekeeping.

Aiso, s rosewood and malogany-case Plano-fortes by different makers.

(78 %)

Sale at No. 802 North Sixteenth street.

MODERN BUILT THREE-STORY BRICK HOUSE,
WITH THREE-STORY BACK BUILDINGS,
ALSO HOUSEHOLD FURNITURE ROSEWOOD
PIANO, PIER GLASS WITH TABLE, BRUSSELS AND INGRAIN CARPETS, Etc.,
On Saturday morning.
July 11. at 10 o'clock, at No. 802 North Sixteenth
street, will be sold, the modern built THREE STORT
BRICK HOUSE, with Three-story Back Buildings,
18 by 80, in good order; \$1500 can remain on mortgage,
Jumediately after will be sold the Furniture, consisting of hair cloth parlor furniture; coaewood
plano, by Gabler, of New York; pier glass, with table,
whence the street on floors and stairs; kitchen turniture, etc. The house and furniture can be examined
after 8 o'clock on the morning of sale.

(7.9 24

O. McClelland & Co.), Auctioneers, No. 506 MAR. RET Street. 121

IPPINCOTT, SON & CO., AUCTIONEERS,
Ashurst Bottding, No. 240 MARKET Street. BUNTING, DURBOROW & CO., AUCTION REERS, NOS. 252 and 234 MARKET Street, cor ner of Bank street. Successors to John B. Myers & Co.

FIRE AND BURGLAR PROOFSAFES ALUM AND DRY PLASTER

ACAIN SUCCESSFUL.

BROOKLYN, May 15, 1868.

Mesers, Marvin & Co., New York-Gentlemen; Our Planing Mill, with FIFTY THOUSAND feet of lumber, was destroyed by fire last night, and we are happy to say your ALUM AND DRY PLASTER SAFE preserved our books, papers, and money, in excellent order.

We want another and larger one, and will call on you as soon as we have time. SHEARMAN BROS.

Yours truly, SHEARMAN BROS.
This Safe was Red hot for several hours, and the est-tron feet were actually melied. It can be seen at our store, No. 255 BROADWAY.

A PERFECT SAFE.

MARVINS

CHROME IRON SPHERICAL

BURGLAR SAFE, Will resist all burglars' implements for

any length of time. PLEASE SEND FOR DESCRIPTIVE CIRCULAR.

MARVIN & CO., PRINCIPAL]) 721 CHESTNUT ST., WAREHOUSES, (Masonic Hall), Phila.

265 BROADWAY, NEW YORK, 108 BANK STREET, CLEVELAND, O., And for sale by our Agents in the principal cities

broughout the United States. 525 tuths3m C. L. MAISER.

MANUFACTURER OF FIRE AND BURGLAR-PROOF SAFES, ITH, BELL HANGER, AND DEALER IN BUILDING HARDWARE, No. 434 BACE Street

A LARGE ASSORTMENT OF FIRM A LARGE ASSURIBLEA with inside and Burglar-proof SAFES on hand, with inside doors, Dwelling-house Sales, free from damanes C. HASSENFORDER, No. 422 VINE Street.

DRUGS, PAINTS, ETC. ROBERT SHOEMAKER & CO.

N. E. Corner of FOURTH and RACE Sts. PHILADELPHIA, WHOLESALE DRUCCISTS.

IMPORTERS AND MANUFACTURERS OF White Lead and Colored Paints, Putty, Varnishes, Etc. AGENTS FOR THE CELEBRATED

FRENCH ZINC PAINTS. DEALERS AND CONSUMERS SUPPLIED LOWEST PRICES FOR CASH.

STOVES, RANGES, ETC.

NOTICE.—THE UNDERSIGNED

Would call attention of the public to his

NEW GOLDEN EAGLE FURNACE.

This is an entirely new heater. It is so com
structed as to at once commend itself to general favor,
being a combination of wrought and cast from. It is
very simple in its construction, and is perfectly alrtight; self cleaning, having no pines of drums to be
taken out and cleaned. It is so arranged with upright
times as to preduce a larger amount of heat from the
same weight of coal than any furnace now in use.
The hygrometric condition of the air as produced by
my new arrangement of evaporation will at once demonstrate that it is the only Hot Air Furnace that
will produce a perfectly healthy atmosphere.

Those in want or a complete Heating Apparatus
would to well to call and examine the Golden Eagle,
CHARLES WILLIAMS.

Nos. 1182 and 1134 MARKET Street,
Philadelphia. NOTICE.-THE UNDERSIGNED

A large assortment of Cooking Ranges, Fire-board oves, Low Down Grates, Vendlators, etc., always

on hand.
N. B.-Jobbing of all kinds promptly done. 5 104 THOMPSON'S LONDON KITCHENEB,
OR EUROPEAN RANGE, for Families,
Hotels or Public Institutions, in TWENTY
DIFFERENT SIZES. Also, Philadelphia
Rarges, Hot Air Furnaces, Portanic Heaters, Lowdown Grates, Fireboard Stoves, Bath Bollers, Siewhole Plates, Bollers, Cooking Stoves, etc., wholesale
and retail, by the manufacturers
HARPE & THOMSON,
127 stuth 6m No. 259 N. SECOND Street

CRUMP. OHN

CARPENTER AND BUILDER, SHOPS: NO. 213 LODGE STREET, AN

NO. 1783 CHENNUT STREET, PHILADELPHIA